

Submission Cover Sheet

West Gate Tunnel Project IAC

Sub no:

231

Request to be heard?: No

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Address: [REDACTED]
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Affected property: [REDACTED]

Attachment: West_Gate_Tunn

Comments: Refer File Attached

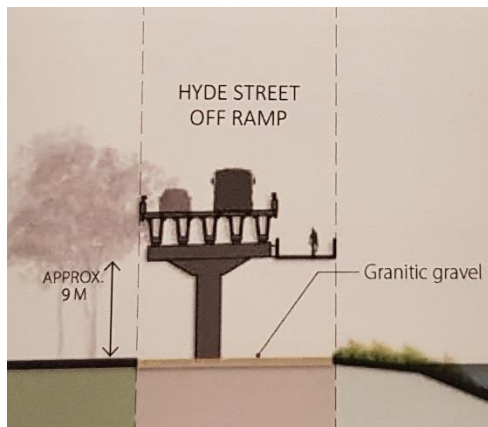
6/7/2017

West Gate Tunnel Project EES Submission

Dear Sir/Madam

Having scanned the documentation associated with the EES, it is my view that the study has failed to adequately assess the impacts of the Hyde Street ramps on the surrounding areas.

To add ramps that will be over 12 m high in the air by the time the road level is included, (Typical Cross Section WDA-WGTP –SEC-007) is a very outdated 1960s approach to moving placarded loads. Why is a supposed modern design still using trucks to move fuel around in high value residential areas?



I would have expected that more innovative solutions could be found, why not run underground pipelines from the terminals to one or two distribution centres in say Brooklyn or the back of Truganina? No trucks then need to run from Spotswood, no ramps need to be built and less encroachment on sporting grounds and the visual amenity of the area.

The ramps will introduce a whole set of traffic management issues as they join and leave Hyde street, I understand traffic lights are proposed to manage this! At present residents of Spotswood enjoy an alternative traffic route down Simcock Ave to Hyde Street, then through to Footscray , the city etc. This will be lost with fuel laden tankers grinding up and down the ramps all day long. Similarly access to/from Williamstown will be compromised.

Noise

I believe the EES is also incorrectly dismissing the likely noise that these elevated ramps will emit. The EES says grading of the ramps is not expected to require the use of engine brakes during normal conditions and that noise mitigation has not been adopted for these new roads... I don't agree, more study is required in this area. We already have very intrusive noise from engine brakes which are engaged on the lower sections of the existing West Gate bridge as the trucks coast down the bridge past the Mclean reserve...why would it be any different for these ramps which run the same way?

Loss of Amenity to the Sporting Grounds

Large elevated concrete structures will block the northerly sun from sections of the Donald Mclean reserve football ground and will dump noise and vehicle emissions onto the Auskick kids on Saturday morninghas this been considered? Loss of the 9th hole at the Spotswood golf club, how much more do we have to lose?

Added Congestion at Williamstown Road Intersection and the Bigger Picture of Public Transport

A look at the drawings shows a major amount of activity taking place at the Melbourne Road /Westgate Freeway on/off ramps/ cross over. Add into this mix the Hyde Street Ramps, the tunnel and the lane widening Will the residents of Williamstown and Newport even be able to get onto the Bridge during the next 3 to 5 years? I'm not convinced the EES has really taken this interruption into account. The Council has meekly asked that the public transport be improved during the works, why not do it properly and spend \$5.5 billion on a public transport upgrade. Get the extra cars off the bridge and the whole tunnel project is redundant.



Truck Bans for Toll avoidance

The EES has some loose statements that truck bans may need to be considered if toll evasion causes additional truck traffic in residential areas such as Hudson's road, the reality is that this is going to happen, a proper study would have recognised this.

Economic Benefit

I don't believe the cost benefit analysis has been properly made. Will this project meet the requirements of the Transport Integration Act, is it really unique and valuable justifying government funding? Will it continue to deliver benefits 10 years from completion? The quoted Benefit to cost ratio of 1.6 relies on completion of works on the Monash freeway as well, and to quote "wider agglomeration benefits" to generate between 14 and 21 percent of the projects benefit stream. A CBA of 1.6 does not have a large safety factor, I believe the benefits are distorted and the traffic modelling erroneous. There should be critical peer review of the Cost Benefit Analysis.

In conclusion :

The Hyde Street ramps and the associated issues have not been adequately assessed, they introduce a large number of issues .The project should be reconsidered with the aim to eliminate the ramps. Also deeper investigation into the cost benefit of significant public transport upgrade should be made before \$5.5 billion is spent on more roads with a limited future.